

St. Paul's Gyrotory Transformation – FAQs

How will traffic routes be affected?

Some journeys will be a little shorter and some slightly longer. For example, a taxi travelling eastbound on Newgate Street towards New Change or Cheapside will have a shorter journey as Newgate Street becomes two-way for all vehicles. A car wanting to travel northbound will in future use St Martin's Le Grand, then turn left into Angel Street and right into King Edward Street. This will be a slightly longer journey but only if you were travelling eastbound along Newgate Street.

Other journeys will be largely unaffected and there are no restrictions on which vehicles can use which street, except for the full closure of the southern section of King Edward Street in order to create the new public space where all vehicles will be prohibited.

How will bus routes be affected?

All bus routes that currently travel through the area will continue to do so but will need to follow the new road layout. There will be some minor changes to bus stop locations.

Traffic modelling indicates that like other vehicle journeys, some bus journeys will be slightly quicker while others will take a little longer. The overall impact on bus journey times is predicted to be minimal.

What are changes to the bus stands on King Edward Street and Giltspur Street?

The new road layout means that bus route 100 will no longer be able to stand in King Edward Street and will be re-routed to stand in Giltspur Street.

The current bus stand on King Edward Street will be converted to a bus stop to provide a stop closer to the main entrance to Bart's Hospital; a measure that is supported by the hospital as the existing bus stand can have a negative impact on blue light response times.

How is access to Bart's Hospital affected?

The project team meets regularly with Bart's Hospital and their input has helped inform design development, particularly in relation to blue light access/response times.

Vehicle access will be largely unchanged. However, the project will introduce two-way working for vehicles on Montague Street between its junction with the rotunda roundabout and Little Britain north. This proposal would shorten the blue light journeys to Bart's that arrive from London Wall and Aldersgate Street.

Pedestrian access to Bart's will be improved with the new bus stop that is closer to the main entrance on King Edward Street, as well as the improved environment created by the new public space.

Will there be an increase in traffic on Little Britain south?

A majority of traffic using Little Britain south goes to Little Britain north where Bart's Hospital has its main access for blue light emergencies, as well as its servicing bays. The introduction

of two-way working on Montague Street is predicted to significantly reduce traffic on Little Britain south, as well as aiding blue light responses times to Bart's as it is a more direct route.

What is the project timetable?

The project is split into two phases. Phase 1 addresses the area to the south of the former Museum of London roundabout. The project team has been working closely with the developers of 81 Newgate Street to ensure that the gyratory project aligns with the development's practical completion date in 2025 and the occupation of the building by HSBC in 2027. Construction of phase 1 is programmed for April 2025 to April 2027.

Phase 2 involves the removal of the roundabout and will be delivered alongside the redevelopment of the London Wall West site. Construction dates are still to be confirmed and will be shared on the project webpage once available.